

USAF Declass/Release Instructions On File

DEPARTMENT OF THE AIR FORCE
1130TH AEROSPACE TECHNICAL DEVELOPMENT
AND TRAINING GROUP
Edwards Air Force Base, California 93523

ATTG Reg 127-5

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Safety

EMERGENCY EVACUATION OF AIRCRAFT FROM HANGARS

This regulation establishes the general procedures to be followed to maximize the probability of successfully removing endangered aircraft from hangars on fire or threatened by fire.

1. General. The potential risk of hangar fire can be reduced but cannot be eliminated altogether. Since this risk, no matter how small, is ever present, it also presents a potential loss of the aircraft and equipment within the hangar. The chances of successfully removing an aircraft from a hangar on fire are greater during duty hours when maintenance personnel are on the scene, and considerably reduced during night and weekend periods when they are not. In the event of a hangar fire during non-duty hours, it is impractical to wait on maintenance personnel to arrive to attempt to remove the aircraft. It is therefore necessary to use security and other personnel or all available personnel at the first indication of a hangar fire to perform, or attempt to perform, this task.

2. Responsibility. The Director of Materiel and Director of Security are responsible for insuring adherence to the provisions of this regulation, as appropriate to their directorate.

3. Procedures.

a. Hangar 1.

(1) During duty hours, the towing jeep will remain connected to the aircraft whenever possible. During non-duty hours, the jeep will remain connected at all times.

(2) During non-duty hours all equipment, except chocks, wing stands, and ground wire, that would interfere with emergency removal will be removed or repositioned away from the aircraft.

(3) The hangar doors will not be locked at any time.

(4) At all times, normal or emergency, the hangar doors will be fully opened prior to moving the aircraft out.

(5) On weekends, the aircraft will always be positioned into the hangar nose first.

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(6) For non-duty hours emergency removal:

(a) Open doors to maximum opening.

(b) Remove ground wire, chocks, and wing stands.

(c) Start jeep and move the aircraft out to a distance sufficiently clear of the hangar to insure its safety. Starting and stopping should be smooth and slow due to the fragility of the tail gear.

(d) Remove additional aircraft in the same manner.

(e) If time and circumstances permit, remove nose units, nose cones and other equipment in that order.

b. Hangar 2.

(1) The hangar doors will not be locked at any time.

(2) The aircraft will always be positioned into the hangar tail first.

(3) On aircraft with parking brakes, the brake will always be in the "off" position with chocks installed.

(4) Tow bars or steering bars will be attached at all times.

(5) During non-duty hours, all equipment, except chocks and ground wires, will be removed or repositioned away from the aircraft.

(6) During emergencies, the hangar doors will be fully opened prior to moving the aircraft out.

(7) For non-duty hours emergency removal:

(a) Open doors to maximum opening.

(b) Remove ground wires and chocks.

(c) Pull the aircraft out by hand using the tow bar or steering bar to steer the aircraft. Move it out to a distance sufficiently clear of the hangar to insure its safety.

(d) Remove additional aircraft in the same manner.

c. Hangars 2 1/2 and 3.

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(1) The doors will remain unlocked at all times when aircraft are parked within.

(2) Procedures will be as in paragraph 3a if mission aircraft are in the hangar, or paragraph 3b if support aircraft.

d. In attempting to remove aircraft from a hangar on fire, common sense and good judgment are absolutely essential in order to prevent serious injury or loss of life. No one is expected or required to dash into a blazing inferno in order to comply with this regulation. Unnecessary or unacceptable risks will not be taken.

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